

Fair Tonight.
Friday Partly Cloudy.

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PRESIDENT SPENCER CREMATED IN HIS CAR; EIGHT OTHERS ARE ALSO REPORTED DEAD IN A COLLISION ON SOUTHERN RAILWAY

FAST EXPRESS PLUNGES INTO COACH ON TRAIN NEAR LAWYERS, VA. COACH, SPLIT IN TWAIN, CATCHES FIRE AND BURNS, TOGETHER WITH PULLMAN

Bodies Blackened and Unrecognizable---Rear Train Running at High Rate of Speed Down Grade---Block House Operator Said to Be Responsible for Wreck.

LYNCHBURG, Va., Nov. 29.—President Samuel S. Spencer, of the Southern Railroad, met a horrible death by cremation in his private car, which was split open and afterward burned in a rear-end collision at Lawyers, a little station ten miles from this city, about 6:10 o'clock this morning. His body was so blackened and charred that it could not be recognized by his friends when taken out.

EIGHT OTHERS REPORTED DEAD IN WRECK.

Eight other persons are said to have met instant death in the wreck. Among them was D. W. Davis, of Alexandria, Va., a special train dispatcher, who was in President Spencer's private car, and Philip Schuyler, of New York. The names of the other victims have not yet been ascertained. Engineer Charles Perry, who was at the throttle of the engine which crashed into President Spencer's car, is reported to have been roasted alive in the cabin. Ten passengers are said to have been badly injured.

OPERATOR AT RANGOON SAID TO BE RESPONSIBLE.

Responsibility for the wreck is said to have been placed on the shoulders of the block house operator at Rangoon, a station six miles from here. Shortly after 6 o'clock the Jacksonville Express, known to railroad men as No. 37, with President Spencer's private car attached to the rear of the regular train, was given the block between Rangoon and Lawyers. It is said the train dispatcher made the mistake of letting No. 33, a fast express also bound for the South, in on the block.

PARTY BOUND FOR MR. SPENCER'S HUNTING LODGE.

President Spencer and a party of friends were bound for Mr. Spencer's hunting lodge, Friendship, in North Carolina. The party included Philip Schuyler, a well-known New York capitalist, Charles D. Fisher, a commission merchant, of Baltimore, and Frank T. Redwood, of Baltimore. The plan was to spend Thanksgiving at Friendship.

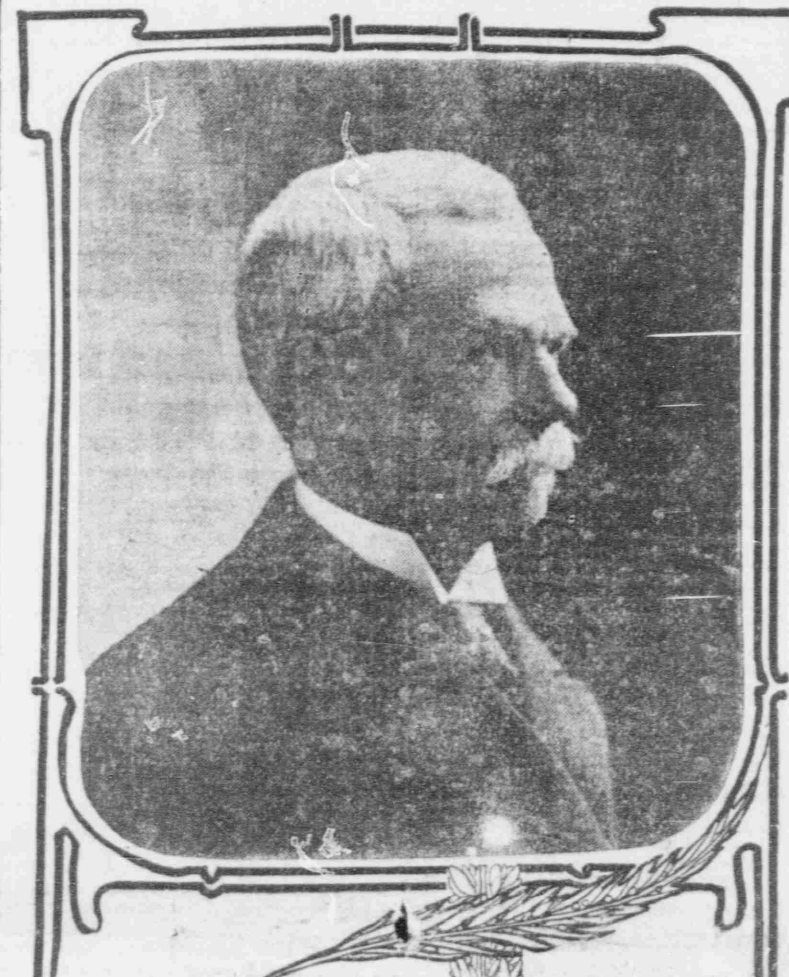
Train 33 carried them in Mr. Spencer's private car, No. 100. In that car were also Watt Davis, a telegraph operator; E. A. Merrill, secretary to President Spencer; and Samuel Cox, William Pollard, and Eiland Thomas, the colored crew. The train had just passed the block station at Lawyers, which is eleven miles south of Lynchburg. It had stopped to make a slight repair in a coupling. While it stood, Train 37, which leaves Washington fifty-five minutes after No. 33, crashed into it from the rear. A club car, No. 37, and a passenger coach, as well as Mr. Spencer's car, were all burned. In the passenger car the following persons, all negroes, were injured: William J. Winston, Cora Loan, Lucretia Allen, and Preston Vane. The injured were taken to Lynchburg.

It was still dark when the Jacksonville express shot through the town of Lawyers, and it is said the engine drawing the cars smashed into a yard engine or a freight car and was delayed on the main track a few miles past that station.

While the express was standing on the main track, the blockhouse operator at Rangoon, having allowed No. 37 sufficient time to clear the block, allowed Engineer Perry and No. 33 to go in.

UNDER FULL SPEED DOWN GRADE. No. 33 was running at a high rate of speed because there is a down grade after Lawyers is passed, and the track is usually clear for some miles. Perry evidently had the throttle wide open, because he was not expecting to encounter anything before reaching the next block, which was many miles ahead.

Before Perry realized there was any obstruction on the track, the engine, going at full tilt, crashed into the rear of the car in which President Spencer was sleeping. The pilot of the engine ripped the vestibule open and split President Spencer's car in two for half its length. The parted sides of the car fell on the tracks and caught fire from the engine, which overturned after plowing its way up into the car. Within a few moments smoldering embers, molten hot iron and steel bars, axles and wheels and the



SAMUEL S. SPENCER,
President of the Southern Railway, Killed in Wreck at Lawyers, Va.,
This Morning.

LIST OF THE KILLED, MISSING AND INJURED

Killed—
President Samuel Spencer.
Philip Schuyler, New York, retired capitalist.
Charles D. Fisher, of Gill & Fisher, Commission Merchants, Baltimore.
Frank T. Redwood, Baltimore.
Watts Davis, operator in President Spencer's car.
An unknown man.
Injured, E. A. Merrill, New York, private secretary to President Spencer; Samuel Cox, colored cook, in President Spencer's car; William Pollard, colored porter, in President Spencer's car. Injured passengers on Train No. 33, to which President Spencer's car was attached:
Gilman Thomas, colored, seriously; Will J. Winston, colored, extent of injuries unknown; Cora Loan, colored, seriously hurt; Lucretia Allen, colored, badly injured; Preston Vane, colored, seriously hurt.
The injured were all removed to Lynchburg, Va., eleven miles north of Lawyer's Station, where they are being treated.

Employment Agent To Fight for License

Colored Proprietor Will Take His Case to Court Supported by Three Others Who Were Denied Permits.

Determined to test the legality of the District Commissioners' action in refusing point-blank to renew his license, John T. C. Newsom, the colored proprietor of the Eureka Employment Agency, 1913 New York avenue, one of the four men charged by the board of research committee of the Public Educational Association with procuring young women for houses of ill-repute, has decided to seek redress in the District courts. Through an attorney Newsom is preparing to begin a stiff fight to save his business, which he declares has always been conducted within the strict meaning of the District statutes, as well as moral law. He declares that for any public official to exercise an arbitrary power and deprive a man of his means of livelihood on the unsupported testimony of one person is an injustice, and in this Newsom is supported by the three other employment agents who suffered from the same act that fell yesterday when the Commissioners decided that no licenses would be granted the quarter.

Commissioner West said yesterday that the Commissioners would investigate the charge made lately by the police department, that the business cards of a fifth agent had been sent to disorderly houses, as well as the charge that still another agent had been guilty of running such a house. The Commissioner adds that all licenses will be withheld from applicants against whom there is the slightest suspicion of irregularity.

PAID PERSONAL TAXES TO PREVENT SEIZURE

To prevent having their property seized, A. H. Wallace, Dr. W. A. Reiss, and Dr. W. W. Hammett have paid the amount of personal taxes levied against them. It was not, however, until after Tax Collector E. H. Davis had sent a deputy to the respective places of business of the delinquents with instructions to levy on the personal property that the claim of the District was paid. In each instance the amount was less than \$5.

SAD HOLIDAY END FOR DAVIS FAMILY

Watt Davis, day manager of the telegraph room at the Southern railway offices in this city, who is among the killed in the wreck at Lawyers, Va., lived with his wife and mother at the Navarre Apartments, 215 E street northwest.

Inquiry there elicited the information that the family left early this morning for Alexandria, Va., to take Thanksgiving dinner with Mrs. Davis' mother, Mrs. E. C. Joyce.

It is, therefore, not thought that the

HENRY B. NAILOR DIES WHILE WORKING AT HOME

While superintending some work in a sewer in front of a house owned by him at 1149 Twentieth street northwest, this morning, Henry B. Nailor, forty-five years old, of 1603 S street northwest, was stricken with heart failure. An ambulance was summoned, but he died before reaching the Emergency Hospital.

THE WEATHER REPORT.

The weather will be fair tonight and Friday in the East and South, except along the lower lakes and in the mountain districts of New York and northwestern Pennsylvania, where there will be local snows.

Steamers departing today for European ports will have fresh to brisk weather to the north winds with fair weather to the Grand Banks.

SUN TABLE.
Sun sets today.....4:39
Sun rises tomorrow.....5:58

TIDE TABLE.
High tide today.....7:08 p. m.
Low tide today.....1:21 p. m.
High tide tomorrow.....7:46 p. m.
Low tide tomorrow.....1:51 a. m.
HARRIS PERRY, W. Va., Nov. 29.—Both rivers cloudy.



Washington Residence of Samuel Spencer, 2012 Massachusetts Avenue.

Mr. Spencer Identified With Many Railroads; Was President of Five

Director in Half a Dozen Others and Long Prominent in Financial World—His Home in Washington.

All the officials of the Southern railway in Washington left on a special train over the road at 11:35 this morning for the scene of the accident before the news of Mr. Spencer's death became generally known. During their absence one of the highest officials of the road who could be found was Col. E. S. Brown, general agent, whose acquaintance with Mr. Spencer dated further back than any other man connected with the Southern railway. Mr. Brown when seen by a Times reporter, seemed deeply afflicted by the death of President Spencer. When asked concerning his relations with him, he said:

"I first met Mr. Spencer when he and W. H. Wells, now engineer of construction of this company, were engaged in building the Savannah and Memphis railroad in Alabama, as far back as 1872, at which time I was connected with the Western railway, of Alabama at Opelika. Shortly following this, Mr. Spencer was appointed to the position as clerk to the superintendent of the New Jersey Southern railroad. A few months later he was made assistant superintendent of trains in first division of the Baltimore and Ohio railroad, which was about May, 1875. In 1878, he was appointed superintendent of transportation of the Virginia Midland railroad, now a component part of the Southern railway, on which line he met with the fatal accident this morning. He retired from the Southern railway in 1879, and assumed the duties of superintendent of the Long Island railroad. About 1880, he returned to the Baltimore and Ohio as assistant to the president, John W. Garrett. In 1881, he was made third vice president of the Baltimore and Ohio railroad, in 1884 second vice president, and in 1887 vice president."

J. P. Morgan's Expert.

"A short time afterward he was made president of the same road, which position he held until 1888, when he accepted a position as railway expert with J. P. Morgan, of New York. In 1894 he was elected to the presidency of the Southern railway, which office he has held ever since.

"Mr. Spencer was a man in whose judgment, because of his practical training, all the officials and employees had implicit confidence, being familiar with all the duties of each branch of railroading. He has three children, two daughters and one son, the latter, H. B. Spencer, now sixth vice president of the Southern railway.

Appointed His Friend.

"A few months after Mr. Spencer left Opelika I was appointed through his influence to a position with the Baltimore and Ohio railroad, and during the time he was with the Baltimore and Ohio, and later as superintendent of the Virginia Midland railroad, I was intimately associated with him for several years during his railway life.

"Mr. Spencer enjoyed the reputation of being one of the best railway presidents and one in whom all the people had as much confidence, if not more, than any other railway official filling